

"DER TAG" IN HONGKONG.
SOME SCENES IN THE CITY YESTERDAY.

From an early hour yesterday there was an air of expectant animation in the city, it being generally realised that the news as to whether or no Germany had accepted the terms of the Armistice formulated by the Allies was to be expected during the day. The news arrived in the morning. Besides a bulletin received from the Admiralty that Germany had accepted the terms, there came, an hour or so later, a telegram through the Trans-Oceanic Service to Reuters' local agent, giving in full the despatching telegram sent by the German Secretary for Foreign Affairs to Mr. Robert Lansing, the American Foreign Secretary.

The fact that such a telegram had been received was bruited about soon after its receipt, and the newspaper offices were besieged with telephone calls from inquirers. About noon the news really became public through the issue of special editions of some of the local newspapers. From this time onwards the business part of the town assumed a festive appearance.

Messrs. A. S. Watson & Co. were among the first to decorate their premises with a brave array of the Allies' flags—an example that was quickly followed in most of the other buildings in town. By 2 p.m. the business centre of the city was a blaze of colour, for flags were flying from every possible point of vantage and streamers of every imaginable colour were suspended from building to building. Queen's Buildings were noticeable because of a very long string of the Union Jacks fastened almost round it, while Messrs. Sheehan, Tomes & Co., had, we believe, the only complete set of national flags of all those countries who are at war with Germany. Wiseman's Cafe, not content with decorating the exterior, had also bedecked the interior with a profusion of flags. The Government offices hoisted the Union Jack a little after noon, as also did the Hongkong Club.

The Chinese quarter of the town wore its usual aspect till later in the afternoon, for the good news did not filter through to that community so quickly as it did among the European community. By three o'clock, however, Chinese flags made their appearance, and by the evening they were being flown all over the native quarter. At night some of the shops were illuminated.

The Hongkong Tramway Company helped to spread the good news in the Chinese quarter by decorating the tramcars with small flags. At the Hongkong Hotel, where much animation reigned through the day, the National Anthems of the Allies were rendered during tiffin.

It was not to be expected that ordinary business could proceed normally, with such excitement as reigned at the great news. Some mercantile offices suspended business to allow of their assistants celebrating the event. Rosettes and other emblems in the Allied colours were freely worn. In the evening a dance was held at the Hongkong Hotel.

In the harbour, flags and bunting were flown from many of the ships, and many launches and all the yachts anchored off the Corinthian Yacht Club were gallily bedecked with streamers.

It was expected all yesterday afternoon that the Government would announce a public holiday to-day, but in the absence of such news—due, perhaps, to the fact that the Government had not received the news officially up to yesterday afternoon—the general belief is that a general holiday will be proclaimed to-morrow, and that the British population of Hongkong—Government as well as mercantile—will arrange a suitable celebration.

It has been suggested that a mass meeting should be held on the Murray Battery Parade Ground, in which the various Allied communities should present resolutions congratulating the Allied High Command on the brilliant termination of the four years' struggle, and that a resolution embracing the feeling of the meeting should be despatched Home and to France at the earliest possible date. Another suggestion, is that the local Military and Naval authorities should arrange a monster procession through the town. The necessity of holding religious thanksgiving services will be evident, and it has been suggested that, in view of the special celebration, the local Churches should combine to hold an open-air thanksgiving service, say on Saturday afternoon.

Such a service could be independent of the thanksgiving services which may be held on Sunday next. Finally, a big gathering of school children at Happy Valley, with a sports meeting and a march-past included in the programme, would seem to be appropriate.

CORRESPONDENCE.**THE BRITISH EMPIRE UNION.**

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—With reference to the resolution which was passed unanimously the other day as to the desirability of excluding Germans from this Colony for a period of years, some of your readers may not be aware that a Society was founded in England during the first year of the War, which has this end in view.

This Society is called the "British Empire Union." The patrons of the B.E.U. are the Rt. Hon. W. M. Hughes, P.C., Prime Minister of Australia, the Rt. Hon. W. F. Massey, P.C., Prime Minister of New Zealand, and the Lord Morris of St. John, P.C., K.C.M.G., late Prime Minister of Newfoundland. The President of the B.E.U. is the Lord Leith of Fyvie.

The objects of the B.E.U. are briefly to

Destroy German Influence.

Prohibit German Labour,

Boycott German Goods,

within the British Empire both now and after the War.

I received a letter from Lord Leith's Secretary by the last mail in which, *inter alia*, he says: "Any assistance which you can give us in the enrolment of members will be greatly appreciated. Our greatest difficulty over here is the financial question. This may seem remarkable, but the cost of living at the present time and the drain on the people's purses is very great, and we are seriously handicapped in our work through lack of funds."

I enclose a form for application for membership and shall be glad if you would print this. Any person who wishes to join the B.E.U. can then cut out this form and send it to Lord Leith.

In conclusion, I would mention that the B.E.U. has done splendid work in connection with the Non-Ferrous Metals Act and the Registration of Enemy Aliens, and in many other ways.

The B.E.U. has at present only thirty-four Hongkong members. I am sure that there would be many more members in this Colony if the objects and aims of the Union were more widely understood. It is hoped that the B.E.U. will obtain a membership of at least five million members, all pledged to do their best to destroy German influence in their midst.

The subscription is nominal, but the B.E.U. will, of course, appreciate any financial assistance, however small, which any member may be able to give.

I shall be glad to give any further information to any of your readers who are interested in this Society.

I have in my possession a roll of all Hongkong members, and I would be grateful if any new member would kindly send his name to me so that I may be able to keep the Hongkong membership roll up to date.—I am, sir, Your obedient servant,

S. B. C. ROSS.

Hongkong, 11th November, 1918.

The form of application of membership, enclosed by our correspondent, is as follows:—

APPLICATION FOR MEMBERSHIP.

To the Lord Leith of Fyvie, President, The British Empire Union, 345, Strand, London, W.C. 2.

I, a British-born subject, pledge myself to support the aims of the British Empire Union, and wish to be enrolled as a member. I enclose my Donation £.....

Annual Subscription and 3/6 B.E.U. Record, 74d. for Badge and Postage (strike out if not required).

Name (Please give title, say whether Rev., Mr., Mrs., Miss, etc.)

Address

Cheques should be made payable to the British Empire Union, and crossed Lloyd's Bank, Ltd. Not negotiable.

OPIUM SMUGGLING.

At the Magistrate's, yesterday, before Mr. J. R. Wood, a Chinese was charged with being in unlawful possession of six tins of opium, other than Government opium.

Defendant, it was stated, was arrested while going on-board the *Nam Hoi*, and the opium was found concealed round his waist.

Mr. Wood fined defendant \$200, with the alternative of three months' hard labour, and confiscated the opium.

PIRACY IN CHINESE WATERS.**ONE MAN KIDNAPPED.****JUNK-COOLIES LEFT ON AN UNINHABITED ISLAND.**

Following on a piracy committed about a fortnight ago in Chinese waters—when one man was killed, another taken captive, and the rest tied up to trees on an uninhabited island—come the reports of two more piracies, in which the circumstances are practically identical.

Kwok Hui Chai, employed on licensed harbour boat, No. 13026, reports that at about 8 a.m. on November 9th, while he was sailing from Tai Au Chau in the direction of Ai Chau, a white-painted launch, coming from an easterly direction, stopped his boat and asked for the salt permit. His boat was carrying a cargo of salt at the time, and, afraid to ignore the order, he stopped. Seven or eight men clambered on to his junk, and, after relieving the master and his *fokis* of clothes and money to the value of \$15, and of the salt permit, they left, taking the master with them as hostage. The told the *fokis* to proceed on their way, promising to release the master in a day or two. The launch then steamed off in the direction of Sap Sai Mi.

Chau Pat, the master of an unlicensed junk, carrying 8 men, reports that at 8 a.m. on October 29th, whilst he was sailing from Ping Shu to Yam Shui in Chinese waters, another boat, containing six men, drew alongside his junk and ordered it to stop. Six men—three of whom were armed with rifles and revolvers and three with revolvers only—boarded the boat, and, after assaulting the *fokis*, drove them into the hold and closed the hatch. They then sailed the junk to an uninhabited island called Tso Shu, where they left the crew who, however, managed to escape some hours later by means of another junk which discovered them in their sorry plight. Their junk, containing salt to the value of \$350, was sailed by the robbers in the direction of Ba Tau, in Chinese territory.

The local Police believe the men on the launches to be Chinese Customs officials, who are operating in these waters as a result of several attempts by Chinese junk-masters to smuggle salt.

ALLEGED THEFT OF KEROSENE OIL.**OVER 300 TINS DISAPPEAR.**

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with stealing 306 tins of kerosene oil belonging to another Chinese.

Sergeant Murphy stated that the complainant, who is a dealer in kerosene oil, sent his *foki* on November 7th to the Standard Oil Company with an order for 300 tins of oil. The *foki* got the oil and loaded it into a boat which he had taken with him. Receiving another consignment of 108 tins of oil from the Company, the *foki* put the cargo into another boat, and securing the service of a launch, had the boats towed away. When half-way to his destination he remembered that he had to purchase some milk. He left the boats with the launch while he went ashore in another boat. On his return he found that the boats had disappeared, so he went back to his master's shop and reported the matter. The Police were informed, and, on information received, they visited defendant's shop, and, subsequently, the steamship *Siu Kai*, which had been lying for some months outside the Yau-mat breakwater. Here they found 93 tins of oil. Several other tins were found in a shop at 173, Shanghai Street, owned by defendant. Complainant's *foki*, however, had since absconded.

Mr. Wood: You are going to connect this defendant with the oil found on the steamer?

Sergeant Murphy: Yes, I should like a formal remand.

Defendant stated that a salesman bought the kerosene oil.

Mr. Wood remanded the case till Thursday, fixing bail at \$500.

Seven other men, the crew of the *Siu Kai*, were charged with receiving the oil, well knowing it to be stolen.

Mr. Wood remanded the case.

In Austria there is such an abundance of paper money that its currency is quite discredited, and in certain localities goods can be obtained only by barter. Peasants at Cracow are offering butter in exchange for petroleum or sugar, but they refuse to accept paper money, declaring that they want no such rubbish.

FIGHTING IN THE AIR.**A HONGKONG MAN'S NARROW ESCAPE.**

The following interesting passages are taken from letters received by Mr. Justice Gomperts from his son, who has been slightly wounded but rejoices in a "marvellous escape":—

33th August.

"On the whole, nothing more to report since my last letter; that is to say, no very interesting shows or scraps. I have done two photographic reconnaissances, which are fairly interesting in themselves but, rather unpleasant, as one is very high all the time—20,000 feet or more—on one's own, and one gets extremely cold. Both pilot and observer take oxygen, of course—most people find it necessary anywhere over 17,000 feet and even a good deal lower than that. If one has a lot of exertion one feels absolutely played out without it, e.g. in a hot scrap when you are swinging a heavy gun or guns round on the mounting against a pretty strong wind pressure, or if you have to work hard at a refractory 'stoppage.' One show I remember both my guns had 'stoppages' at the same time, and when I had cleared them (which one does pretty fast when there are Huns around, as if they see an observer's gun not firing, they come right in) I could hardly move or even stand up in the cockpit from sheer exhaustion."

We went up for a show to-day, but it was hopelessly cloudy and when we had got to 10,000 feet we had to come back.

I have now done 20 completed shows, been over the lines 22 times, and taken part in 29 raids. Of course, if one has engine trouble one has to come back, and sometimes a whole raid comes back if the weather is hopelessly dull. My pilot, Captain M., has now got a flight of his own (after being an assistant Flight Commander for some time) and leads raids. Since I came to the Squadron we have got 10 D.F.C.s, 1 D.F.M., and 5 Croix de Guerre, besides which the Squadron as a whole has been 'Cited' by the French, which, if we were a French Unit, would entitle us to wear the 'cord,' as opposed to the ribbon of the Croix de Guerre. We are the 2nd British Division to be honoured in this way.

Monday, September 2nd.

"I suppose you have been notified that I was 'wounded' on Friday. Well, please don't think I have been carried about on a stretcher or anything, as it is merely a scratch and I am perfectly all right. I got down here (Hospital) on Friday evening and they kept me in bed till to-day, but I am now running about everywhere. The only thing which annoys me is that I cannot go out for a walk as my 'wound,' which is just a scratch on my left shoulder, has to be dressed three times a day, so I have to stay in pyjamas, as it is in rather an inaccessible place just by my neck. I was really phenomenally lucky; it was the hottest show our Squadron has ever had and we, in particular, were extraordinarily lucky to get back. I cannot tell you all about it in a letter, but I expect to be home pretty soon and able to tell you more. Any way, I had a magazine of ammunition (luckily, nearly empty) shattered in my hand by Hun bullets; one of the rounds went off in the cockpit—then I felt a bang on the shoulder and sat down in the cockpit (unintentionally), and, after that, had to sit for several minutes without any ammunition and watch the Huns blazing away at us. We had 3 tanks pierced, so our petrol was pouring out in a solid stream, also both our aileron controls shot away, and bullets were ripping through the fuselage all round me. Then we went down suddenly and I gave up hope. Finally, my pilot (M. was having a rest, and I was with a Canadian pilot named D.) got control again and managed to get back across the lines to a French aerodrome, where he made a beautiful landing in spite of no aileron control. Machine was pretty well riddled—my escape was really marvellous. The one that got me (just a small furrow in the shoulder) was half spent as it had been through my gun mounting and so tore a great piece out of my flying suit and tunic. Besides that there is a double hole clean through the collar of my flying suit, and several other bullets, just ripped the outside of it. My pilot did not get a scratch, though we found several bullets in his cockpit. "This is a Canadian Hospital and we have quite a decent time here. I hope to be home pretty soon—they just might send me home from Hospital, but, anyhow, my leave is pretty nearly due and I shan't do any more flying meanwhile. Best write to me at the Squadron, as I don't know how long I shall be here and they will send it on. By the way, I got two Huns down out of control before we went down ourselves, making my total 4 down out of control altogether, besides one and a doubtful 2nd 'driven' down, i.e. by a hit in the engine or tank."

THE KAISER'S JOKE.

The Kaiser is the gentlest soul who ever (by proxy) scuttled ship or cut a throat," observes the *Daily Chronicle*. His fine sense of humanity is outraged because the Allies have dropped bombs on the "open town" of Frankfurt. The *Al-Hilf* is a good stock actor, and in his time has played many parts. Late in his variegated career he has displayed great natural gifts as the Demon King, turning pantomime to tragedy for his country and the world. This sinister mountebank has gloried in atrocities that would have made a Borgias shudder. The supreme jest of the Demon King was the bombing of undefended English towns. It is a long time since we suggested that there should be an interchange of courtesies in this respect. The Kaiser has no sense of humour. He cannot see the other side of his own joke.

LANE, CRAWFORD

AND COMPANY.

TELEPHONE 1741.

ESTABLISHED 1850.

WE ARE NOW STOCKING A CHOICE SELECTION OF

HALL-MARKED

STERLING SILVER GOODS

SUITABLE FOR

WEDDING, COMPLIMENTARY AND CHRISTENING PRESENTS.

THE DESIGNS ARE QUITE UNIQUE.

INCLUDING

COPIES FROM ANTIQUE PATTERNS.

CAKE STANDS.

SALVERS.

MENU STANDS.

BONBON

DISHERS.

SUGAR AND

CREAM SETS.

Etc.

TEA AND COFFEE SERVICES, FLOWER VASES.

AGENTS FOR

COMMUNITY PLATE

"The Aristocrat of the Dining Table."

LANE, CRAWFORD & CO.

18

U. S. RUBBER EXPORT CO.

Manufacturers of:—

Automobile Tyres,
Solid Vehicle Tyres,
Engine Packing,
Hose,
Belting,
Drug Sundries,
Clothing,
Footwear.

Full Range of Samples on display in the Sample Rooms of

ANDERSEN, MEYER & CO., LTD.

SOLE AGENTS.

Wm. Powell Ltd

TELEPHONE 346

NEW CONSIGNMENT OF

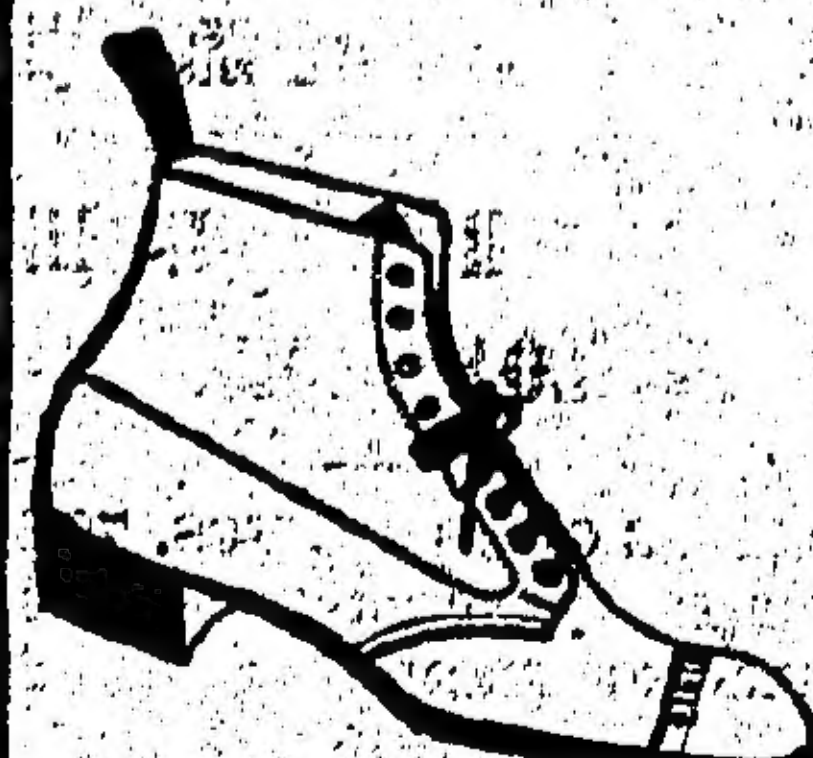
Keltic**BOOTS AND SHOES.**

FOR MEN

THE SECRET OF

KELTIC SUCCESS:—

"KELTIC'S" are made in Britain to fit the British foot, to please the British taste, to meet every requirement for good form and GOOD WEAR.

**SHING KEE CO.**

SODA MERCHANTS,

IMPORTERS AND EXPORTERS

OF

Caustic Soda, Soda Ash, Muriate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 22, Des Vaux Road, Wanchai, HONGKONG.

NEW ADVERTISEMENTS

HONGKONG CLUB.
NOTICE.
PROPOSED PEACE CELEBRATION.

ON the day a Holiday is proclaimed—either WEDNESDAY, the 13th November, or THURSDAY, the 14th November—the Club House will be thrown open to Members' friends (Ladies and non-Members) from 12.30 to 4 p.m. By Order.
A. H. ABBAS,
Acting Secretary.
Hongkong, 12th November, 1918. [2632]

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.

M. J. TOURNET has This Day taken charge of the above Company's Hongkong Agency.
F. RADAMELLE,
Agent.
Hongkong, November 12th, 1918. [2648]

WANTED by a British Qualified Medical Man an appointment as a SURGEON on Board a Steamer sailing for Singapore and Penang.
MEDICO, Office.
Care of "Daily Press" Office. [2649]

PEAR HOUSE FOR SALE.
NO. 1, MOUNTAIN VIEW, 5 Rooms, Healthiest Locality, fine views.
Apply to—
DENNIS & BOWLEY, [2650]

SOCIETY OF ST. VINCENT DE PAUL.

will hold
THEIR 35TH ANNUAL "AL FRESCO FETE"
in the Compound of the
ROMAN CATHOLIC CATHEDRAL,
on SUNDAY,
DECEMBER 8TH, from 9 P.M. to 11.30 P.M.
Admission 81.

Each ticket of admission carries with it the right to a souvenir if presented at the Souvenir Stalls on the evening of the Fete only.
Tickets can be had from Messrs. KELLY & WALSH.
Admission Free.

In the afternoon from 3 P.M. to 7 P.M. Children's Stalls will be opened and Tea and Cakes will be served.
Hongkong, November 12th, 1918. [2651]

NOTICE
WE HAVE pleasure in announcing that we have This Day established ourselves as MERCHANTS, SHIPPING AGENTS and COAL CONTRACTORS at No. 3, Connaught Road, and that we have succeeded THE OKURA TRADING CO., LTD., at the same premises, their business hereafter will be carried by us as their Agents.
For FUKUKAWA & Co., Ltd.,
S. W. FUJITA.
Hongkong, November 12th, 1918. [2641]

NOTICE
WE HAVE This Day transferred our Office to Messrs. FUKUKAWA & CO., LTD. and appointed them as our Agents in Hongkong and Canton.
For OKURA TRADING Co., Ltd.,
J. MCGL.
Hongkong, November 12th, 1918. [2642]

WINTER NOTICE.

HOPKIN'S BUTCHERY, Corner of Ningpo and Seachuen Road, Shanghai, are now prepared to supply to their Patrons and the Public in Hongkong during the Winter Season their well known GAME, FISH, PORK, PIES, BRAUNS, PORK SAUSAGES, PRIME FRESH and CORNED BEEF, FRESH and CORNED PORK.
Shanghai, November 1st, 1918. [2617]

RUBBER ESTATE FOR SALE.

THREE hours sail from Singapore Island, Healthy district. Acreage 441. Planted 292.
1910 — 55.4 acres planted.
1911 — 54.4 " "
1912 — 21.5 " "
1913 — 18.5 " "
1914 — 18.5 " "
1915 — 18.5 " "
1916 — 18.5 " "
1917 — 18.5 " "
292 acres

Price £13,000 or nearest offer.
Write to—
H. F. CLIFTON SMITH,
Winchester House,
SINGAPORE. [2631]

A COMPLETE AERATED WATER PLANT FOR SALE.

THE MACHINES are made by Messrs. Bratby & Hinchliffe, Ltd., Manchester, and guaranteed in perfect working order. This complete plant will turn out 3,400 dozen Aerated water per day, purchasers to take over about 6,000 dozen bottles at cost price.
Apply by letter—
"AERATED WATER PLANT,"
Care of Hongkong Daily Press,
or
Care of General Post Office,
Box No. 232. [2618]

WANTED.
YOUNG CAPABLE NURSE for Child of 4 years—Apply Box 54, "Daily Press" [2654]

WISERMAN'S CAFE

now under
Entirely New Organisation

Outdoor Catering
of every description.

All Meat, Poultry, Milk and Butter

supplied by the

DAIRY FARM.

ORCHESTRA

playing at

TIFFIN, AFTERNOON TEA and

DINNER TIME.

CLEANLINESS, COMFORT,

GOOD ATTENDANCE AND

PLEASURE

Are GUARANTEED at

WISERMAN'S.

D. M. GOODALL,

MANAGER.

TELEPHONE 407. Office 2318.

[2506]

4% FRENCH GOVERNMENT

LOAN 1918

(Rente Perpetuelle 4%).

Price of Issue Frs. 70.80

yielding a net income of 5.65%.

Bearing interest from OCTOBER

16th, 1918.

Subscription List will be Opened

on OCTOBER 20th, 1918, and

Closed on November 20th, 1918.

Further particulars on application to the—

BANQUE INDUSTRIELLE DE CHINE,

5, CHATER ROAD,

M. ROUET DE JOURNEL,

Manager.

Hongkong, October 16th, 1918. [2533]

4% FRENCH GOVERNMENT

LOAN 1918.

Price of Issue Frs. 70.80.

Bearing interest from OCTOBER

16th, 1918, payable quarterly.

Free of Taxes.

Not to be redeemed for 25 years.

Subscription list will be closed

on November 20th, 1918.

Bills and Bonds of the "National

Defence" bought before

October 20th, are accepted

in payment.

Applications will be received by:

THE BANQUE DE L'INDO-CHINE,

(FRENCH BANK)

Princes Building, Charter Road,

where full particulars may be obtained.

A. SIRE,

Acting Manager.

Hongkong, October 16th, 1918. [2567]

4% FRENCH GOVERNMENT

LOAN 1918.

PRICE OF ISSUE FCS. 70.80.

NET INTEREST PRODUCED 5.65%.

RUNNING FROM OCTOBER 16th,

1918.

SUBSCRIPTION LIST CLOSING

NOVEMBER 20th, 1918.

SPECIAL FACILITIES FOR

FRENCH EXCHANGE, ADVANCES

GRANTED AGAINST SCRIP.

FULL PARTICULARS ON APPLI-

CATION TO THE—

RUSSO-ASIATIC BANK,

R. A. RODGERS,

Manager.

Hongkong, October 25th, 1918. [2536]

TO LET

TO BE LET.

TO BE LET—OFFICES in Central

District.

Apply—
ALEX. ROSS & Co.

No. 4, Des Vaux Road, Hongkong.

[2634]

GROUND TO LET.

A T WHITEFIELD ROAD, CAUSEWAY

RAY, next to our Glass Factory,

consisting of 18,000 Square feet, suitable for

storing Coal, &c. From January 1st, 1919.

Apply to—
KWONG SANG HONG, Ltd.,

248, Des Vaux Road Central.

[2619]

TO LET.

A HOUSE in Knutsford Terrace,

Kowloon.

Apply to—
THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

[2480]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Building.

[2000]

TO LET.

A HOUSE on Shumeng Canton.

A HOUSE in Wongneichong Road.

Apply to—
THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

[2520]

WANTED TO RENT.

A BASEMENT or GODOWN.

Reply to—
Box No. 2836,

Care of "Daily Press" Office.

[2638]

NEWINGTON COLLEGE,

STANMORE, SYDNEY.

NEW SOUTH WALES, AUSTRALIA

Founded 1863.

Head Master, Rev. C. J. FARRER, M.A. (Oxon)

Assisted by an Experienced Staff.

1. Classical Side, for the University and

the Professions.

2. Modern Side—Commercial and Scien-

tific.

3. Boarding School. Twenty acres of land,

with Cricket, Ovals, Gymnasium,

Swimming Bath, Carpenter's Shop,

Physical Drill, etc.

Three Wigram Allen and Schofield

Scholarships and Four Open

Scholarships.

Every attention given to the welfare

and comfort of Boarders.

Prospectus on application to Messrs.

DAVID FELL & Co., Accountants for

the Trustees—353, George Street,

Sydney.

References permitted to the Hon. the

Minister for Education—Sydney.

[2573]

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are

now OPEN after extensive repairs.

Reading and Writing Rooms, Billiard

Room (two tables), Restaurant, Concert Hall

and Meeting Room.

Sleeping Accommodation—33 Cabins and

70 Beds in Dormitories.

All men of the Mercantile Marine, R.M.

Navy and Army are welcome to use the

Institute.

MANAGERS.

[2439]

FOR SALE.

THE WONDER BUILDER

TINKERTOY

will construct a thousand different

Marvellous Moving Figures:

Merry-go-rounds, Ferris Wheels,

Wind Mills, Airships, Towers,

Automobiles, Bridges, Motors,

Animals, Lett re,

&c., &c., &c.

GRACA & CO.,

No. 10, WYNDHAM STREET,

HONGKONG.

[245]

INTIMATION

TO BE LET.

TO BE LET—OFFICES in Central

District.

Apply—
ALEX. ROSS & Co.

No. 4, Des Vaux Road, Hongkong.

[2634]

GROUND TO LET.

A T WHITEFIELD ROAD, CAUSEWAY

RAY, next to our Glass Factory,

consisting of 18,000 Square feet, suitable for

storing Coal, &c. From January 1st, 1919.

Apply to—
KWONG SANG HONG, Ltd.,

248, Des Vaux Road Central.

[2619]

TO LET.

A HOUSE in Knutsford Terrace,

Kowloon.

Apply to—
THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

[2480]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Building.

[2000]

TO LET.

A HOUSE on Shumeng Canton.

A HOUSE in Wongneichong Road.

Apply to—
THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

[2520]

WANTED TO RENT.

A BASEMENT or GODOWN.

Reply to—
Box No. 2836,

Care of "Daily Press" Office.

[2638]

NEWINGTON COLLEGE,

STANMORE, SYDNEY.

NEW SOUTH WALES, AUSTRALIA

Founded 1863.

Head Master, Rev. C. J. FARRER, M.A. (Oxon)

Assisted by an Experienced Staff.

1. Classical Side, for the University and

the Professions.

2. Modern Side—Commercial and Scien-

tific.

3. Boarding School. Twenty acres of land,

with Cricket, Ovals, Gymnasium,

Swimming Bath, Carpenter's Shop,

Physical Drill, etc.

Three Wigram Allen and Schofield

Scholarships and Four Open

Scholarships.

Every attention given to the welfare

and comfort of Boarders.

Prospectus on application to Messrs.

DAVID FELL & Co., Accountants for

the Trustees—353, George Street,

Sydney.

References permitted to the Hon. the

Minister for Education—Sydney.

[2573]

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are

now OPEN after extensive repairs.

Reading and Writing Rooms, Billiard

Room (two tables), Restaurant, Concert Hall

and Meeting Room.

THE WAR.

THE END AT LAST:

GERMANY SIGNS THE ARMISTICE:

APPEAL FOR THE MITIGATION OF THE
"FEARFUL CONDITIONS."

THE KAISER ABDICATES.

CROWN PRINCE RENOUNCES THE THRONE.

General.

LATEST CABLES.

THE END AT LAST.

OFFICIAL CONFIRMATION OF
THE ARMISTICE.

The following telegram was received yesterday from the Secretary of State for the Colonies by His Excellency The Officer Administering the Government:—
"Armistice signed this morning."
LOND.

[THROUGH REUTER'S AGENCY.]

HOSTILITIES CEASE ON ALL
FRONTS.

LONDON, November 11th.

The Press Bureau states that the Prime Minister has announced that the Armistice was signed at five this morning, and that hostilities cease on all fronts at eleven this morning.

EARLIER CABLES.

(German Secretary of State to Mr. Lansing).

GERMANY ACCEPTS ARMISTICE.

BERLIN, November 11th.

Secretary is in accord with the common aims and ideals of Democracy. The German Government has addressed themselves to the President of the United States with a request to re-establish peace.

The peace was to correspond with the principles which the President has always maintained.

Its aim was to be a just solution of all questions. Furthermore, the President has declared that he did not wish to interfere with the peaceful development.

The German Government has received the Conditional Armistice.

After a blockade of fifty months, peace conditions, especially the surrender of the means of transport and the sustenance of the troops of occupation, would make it impossible to provide Germany with food and would cause the starvation of millions of men, women and children all the more as the blockade is to continue.

We had to accept these conditions, but we feel it our duty to draw President Wilson's attention most solemnly and with all earnestness to the fact that the enforcement of these conditions must produce amongst the German people feelings contrary to those upon which alone the reconstruction of the community of Nations can rest guaranteeing a just and durable peace.

The German people, therefore, in this fateful hour address themselves again to the President with the request to use his influence with the Allied Powers to mitigate those fearful conditions.

Please confirm.

SOLE,

Secretary of State for Foreign Affairs.
(Trans-Oceanic Service.)
GERMAN COURIER CROSSES BY
AEROPLANE.

LONDON, November 9th.

Reuter has been informed that the German Courier, with the terms of the Armistice, finally crossed the German lines by aeroplane.

WHY THE COURIER WAS DELAYED.

LONDON, November 9th.

A French message says:—
It is stated that the German Captain von Heldorf is waiting for the German fire to cease in order to return to the German lines by the La Capelle-Fourmies Road.

LATEST CABLES.

REVOLUTION IN GERMANY.

FORMATION OF NUMEROUS
SOLDIERS' COUNCILS.

AMSTERDAM, November 9th.

The revolution is spreading in Western Germany, including Cologne.

The Kiel Soviet has issued a proclamation to the inhabitants of Schleswig-Holstein saying that the existing authorities, in establishing the new order, states:—

"Our aim is to free the social peoples of the Republic. Questions outside provincial limits will naturally still belong to the Imperial Legislature. We are willing to co-operate with those at present in power as long as they submit to the new policy but we will forcibly put down any resistance."

The Berlin Soviet also issued a Manifesto that they will co-operate with the existing authorities as long as the latter submit to the Soviet. Soviets have been established in numerous other towns. In some cases, including Oldenburg, only a part of the garrisons participated.

A soldier, addressing a big demonstration at Bremen, declared that the revolution was necessary to secure "a peace of righteousness, otherwise it would be a case of unconditional capitulation."

Soldiers seized the railway station at Hanover and formed a Soviet. Up to the present the revolution is almost everywhere proceeding in an orderly manner.

The authorities are offering no opposition.

There is no news as regards the situation among the armies at the Front.

SOLDIERS BECOMING MORE
DISORDERLY.

AMSTERDAM, November 9th.
Soldiers stormed military trains at Cologne yesterday. The officers were dragged out and disarmed in order to prevent them going to the Front.

The procession then marched through the town. All military and civil prisoners were released.

At Gladbach and Rheindt the soldiers tore off the epaulettes of the Captain of the District Commando.

The disturbances are spreading in the frontier districts.

All munition works in the country are at a standstill.

SOCIALIST HEADQUARTERS
RAIDED.

AMSTERDAM, November 9th.
The police closed the Independent Socialist Headquarters at Berlin and arrested the Secretary and an Independent Socialist Editor.

EARLIER CABLES.

THE BREMEN SOLDIERS' COUNCIL.

AMSTERDAM, November 9th.

The *Weser Zeitung* publishes an agreement between the Bremen Soldiers' Council and the Commander of the garrison, providing for the joint control of military authority, of the provisioning of the town, also for the release of political and military prisoners and the recognition of the Soldiers' Council as a civil authority.

CROATIA TO UNITE WITH SERBIA.

The *Weser Zeitung* states that the Croatian National Council at Agram resolved to unite with Serbia.

U.S. COTTON OUTPUT.

LONDON, November 11th.

A Washington message says that the census shows the cotton ginned to October 31st is 7,794,000.

THE SILVER MARKET.

LONDON, November 10th.

Messrs. Samuel Montagu & Co.'s report states that the market is unchanged, though the recent reduction of the insurance rates will doubtless be reflected in the price of silver.

Silver is expected to lower owing to the reduction of insurance.

The silver market is steady.

BRITISH COTTON WORKERS'
DEMANDS

LONDON, November 11th.

The Cotton Spinners and Cardroom Workers' Amalgamation has decided to ballot among 100,000 members on the question of striking owing to the employers' refusal of a forty per cent. advance in wages. The employers have offered an advance of twenty per cent.

The manufacturers have refused the cotton weavers' application for a fifty per cent. advance in wages. The Men's Federation will submit the claim to the Committee on Production.

Franco-Belgian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

OUTSKIRTS OF MONS REACHED.

LONDON, November 10th.

Sir Douglas Haig states:—
Our advanced troops are in contact with the retiring enemy on the whole front.

We occupied Faubourg-de-Bertainmont on the southern outskirts of Mons.

Farther north, we are approaching Leuze and have captured Renaix.

THE CAPTURE OF TOURNAI.

Sir Douglas Haig states:—

We are advancing on the whole of the British front.

The Fourth and Third Armies, on the right, are advancing astride the Sambre River towards the Belgian frontier and are meeting with little organised resistance.

The First Army, in the centre, rapidly progressed astride the Mons-Code Canal. South of the Canal, we crossed the Maubeuge-Mons railway, and are approaching Mons.

North of the Mons-Code Canal, the First Army's left wing, in conjunction with the Fifth Army's right, cleared the area between the Scheldt River and the Antwerp Canal, capturing Peruwelz, and crossed the Antwerp Canal south of Peruwelz.

On the left, the Fifth and Second Armies gained the east bank of the Scheldt on their whole front.

The Fifth Army captured Antwerp and Tournai, and progressed east of these towns.

The Second Army is approaching Renaix.

ALLIED PROGRESS IN BELGIUM.

LONDON, November 10th.

A British-Belgian communiqué states:—

The Belgians occupy the western bank of the Ghent-Terzouwen Canal from the Dutch frontier to Ghent station.

The French occupied Melden, the heights to the east of the town, and the northern part of Meersche.

The British occupied the southern part of Meersche.

THROUGH GERMAN EYES.

LONDON, November 9th.

A German official statement says:—
We evacuated a part of Tournai lying on the west bank of the Scheldt.

We withdrew between the Scheldt and the Oise, also west of the Meuse.

FRENCH FRONT.

FRENCH CAVALRY CROSS BELGIAN
FRONTIER.

LONDON, November 9th.

A French communiqué states:—
We have advanced fifteen kilometres at certain points, capturing prisoners and guns and considerable material, including several railway trains.

Our cavalry crossed the Belgian frontier, hustling the enemy rearwards. We occupied Glageon, four miles from Hirson and St. Michel, and are pursuing the enemy beyond those places on a general line as follows:—Maignier, the northern edge of St. Michel, the forest of Macquenoise, Forge and Philippa.

Further east, after forcing the crossing of the Thier and the Aube, we carried the plateau northward, in spite of resistance. We advanced considerably beyond Signy-le-Petit and reached the railway from Mezieres to Hirson. We surrounded Mezieres and crossed the Meuse further east.

ADVANCE RESUMED.

LONDON, November 9th.

A French communiqué states:—
To-day our troops resumed their advance along the whole line.

GERMAN DEFEAT BECOMING
WORSE.

LYONS, November 9th.

The German defeat is becoming worse daily.

The Germans have commenced to evacuate the Escaut salient between Valenciennes and Ghent.

The British occupied Condé Escaut and have taken Maubeuge, driving back the enemy towards Mons and Charleroi.

The French, in the south, reached the outskirts of Fourmies and Hirson, and the southern suburbs of Mezieres.

French and American units chased the Germans from their last positions on the heights east of the Meuse, driving them back from the Woivre Plain.—French Wireless.

STRONG MACHINE GUN
RESISTANCE.

LONDON, November 9th.

An American communiqué states:—

North and south of Damvillers our advance continues successfully though we are meeting with strong machine gun resistance.

AMERICANS CROSS THE WOEVRE
FOREST.

LONDON, November 10th.

An American communiqué states:—

Crossing the Meuse south of St. Enny we captured Moucat and pushed through the Woivre Forest. We captured Jametz, Soppay and Remoivelle.

South of Badonvillers, we captured Moirey, Thommy and Manhoules, all of which were vigorously defended.

The Balkans.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

SERBIAN PROGRESS IN
HUNGARY.

LYONS, November 9th.

The Serbian advance in Hungary continues.

They have crossed the Danube between Banya and Semlin, and the Save at Semlin and Mitrovitz.—French Wireless.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

ALLIED FLEETS OFF
CONSTANTINOPLE.

PARIS, November 9th.

Owing to the necessity of careful mine-sweeping the Allied Fleets will not reach Constantinople for several days.

"OUR DAY" FUND.

RESULT OF THE CHINESE
EFFORT.

LONDON, November 9th.

The Hon. Mr. E. R. Hallifax, O.B.E., Hon. Secretary of the War Charities Committee, has received a letter from the Hon. Mr. Ho Fook enclosing a cheque for \$1,113.89, which brings the total net proceeds from the series of Chinese Theatrical performances in aid of "Our Day" to \$27,433.88 as per accompanying statement of account:—

To subscription from the Chinese Committee \$13,100.00

To sale of reserved boxes 13,300.00

To sale of tickets at the theatre 2,275.45

To receipts of the Keng Fa Ying Troupe 995.16

To receipts of the Kwan Fong Troupe 1,429.89

To sale of tea and cakes 486.25

To motor-car earnings 313.50

To two donations of \$100 each 200.00

To interest 44.28

\$31,046.01

By gift of the Chuk Wa Nin Troupe \$ 1,365.40

By rent of the Tai Ping Theatre 680.00

By rent of the Kuo Shing Theatre 220.00

By sundry expenditures 1,361.73

By balance 27,433.88

\$31,046.01

(Signed) CHAN KAI-MING, Li Po-Kwai, Hon. Treasurers.

Ho Fook, Chairman.

Hongkong, 11th November, 1918.

THE RESULT OF RESEARCH.

LONDON, November 9th.

Some of the results which have accrued from the research undertaken on the nitrogen problem have been shown at the British Scientific Products Exhibition, at King's College, Strand.

The Munitions Department of the Ministry of Munitions exhibited a unit plant for the oxidation of ammonia to oxides of nitrogen. The process (which was not extensively used outside Germany before the war) has been largely used by the enemy in connection with his putrefactive acid for explosives, and by the manufacture of sulphuric acid for Chile nitrate, which he has been unable to obtain owing to the blockade.

The method is now widely used in Great Britain.

BOOTY AND MORALE

WHAT ABANDONED STORES MEAN
TO SOLDIERS IN RETREAT.

The amount of booty captured during the German retreat has been no more than hinted at as yet, and even when the figures are made known it is doubtful if they will convey all that they should to the general reader. There is, so to speak, more in the capture of material than meets the eye.

If a raiding party returns to its happy home in a muddy trench with fifty machine-guns, fifty new posts must be drawn by the enemy from his nearest store, and from there a long chain stretches back to the manufacturer until the status quo before the raid has been re-established. This spells additional labour in all directions. Men, pack mules, transport drivers, motor-lorries, railways, base supply officers—all suffer under the added burden. What this means to lines of communication already taxed to their uttermost may be easily imagined. Each blow is being felt to-day throughout the entire German Command.

The moral effect on the troops themselves who have abandoned the booty is great. Equipment to the soldier is a symbol of his manhood and his honour, and the loss of it produces in him a sense of nakedness which reacts disastrously on his morale. Though morally and physically shaken during an enforced retirement, and reduced to a state of pitiful irritation by the slow, congested movement of a retreat, his feeling of helplessness augmented by the swelling volume of pursuing gunfire, the soldier who retains his arms in his entirety is still a moral force. It is when equipment begins to be discarded that the full shock he has suffered is realised.

There is no more distracting and depressing sight to the man in the ranks than dumps of abandoned stores. They tell him his immediate base is threatened, his rations are problematical, his comfort and rest receding from him. Where is "Brigade H.Q." and where Division? He is alone and lonely in a crowd of jostling units—artillery on infantry roads, and straggling infantry on cavalry tracks, all cursing, selfishly eager to get away—and his sense of discipline is outraged and undermined by the sight of the forsaken, unguarded stores.

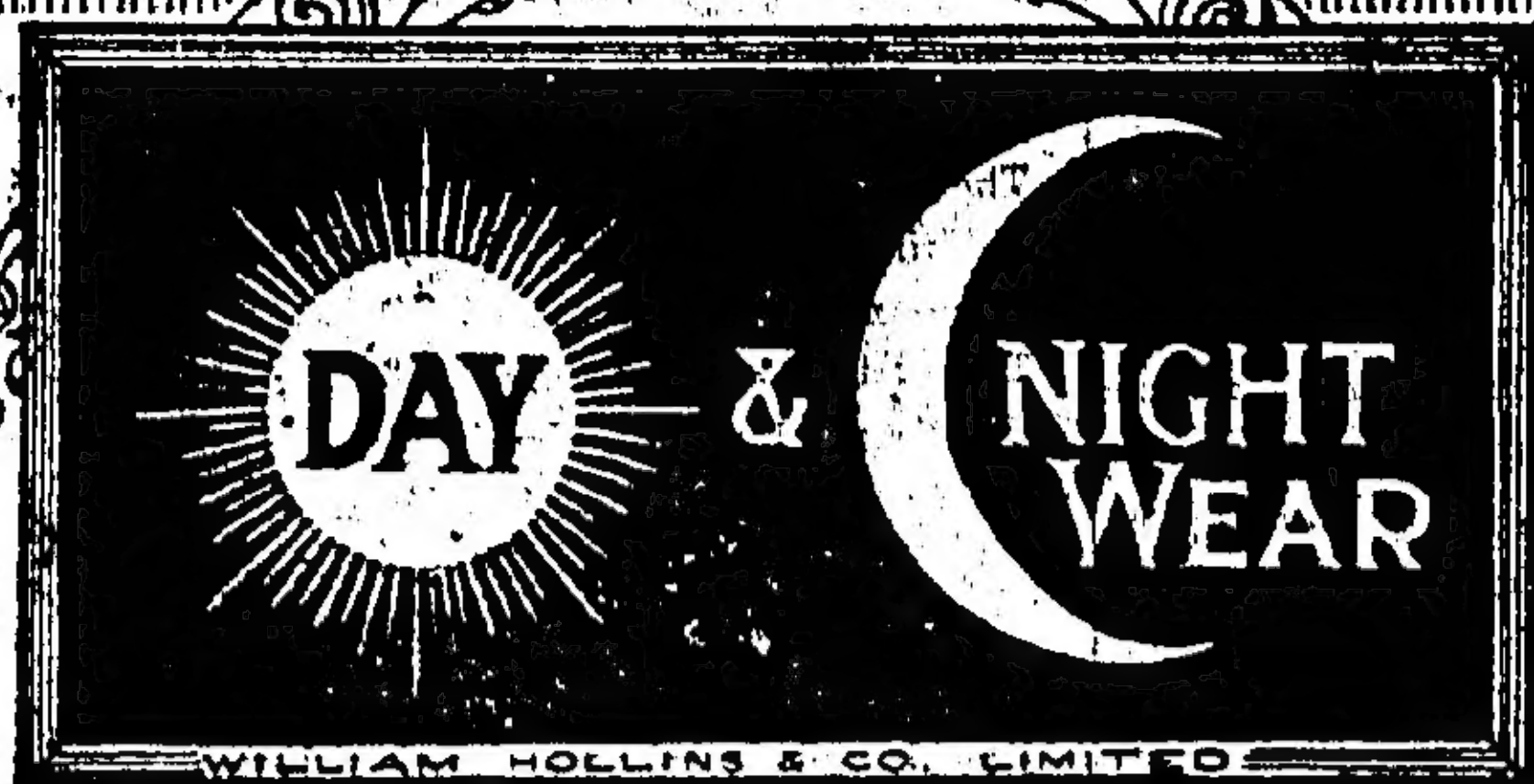
Among the morally weaker elements there follows, at such times the discarding of personal equipment—the final confession of defeat—but among all ranks discipline slackens, and here a rifle and there a panther of ammunition or the remaining clips in the pouches are furtively dropped, and the lightened soldier pushes rearward more desperately than before.

The soldier is ashamed of actions such as these, yet in the turmoil of retreat they are of common occurrence. Any man in the ranks knows that when such a "rot" sets in it is very hard to stop, and even when discipline is re-established morale remains weakened—the more so when, as in the German case, the ranks have been misled (in more senses than one) by their leaders' glowing promises. What a sardonic chorus these promises must make to-day to the roar of the pursuing guns!—Daily Express.

SOLDIER'S AMAZING CAREER

A HEROIC STORY.

The amazing and tragic career of Private Bertrand, belonging to the infantry, is told by his lieutenant in the *Journal*. Bertrand wears the French Legion of Honour, Military Medal, Military Cross with seven palms and five stars, British Military Cross, Belgian Military Cross, French Colonial and Morocco medal, the life-saving medal, and also a ribbon for wounds, as he has lost one arm and one leg, and has been otherwise mutilated besides receiving some thirty bayonet wounds. He is 36. He enlisted at 18, and fought in Morocco, where he saved two officers and won the Military Medal. At the outbreak of the war he went through the Charleroi and Marne battles. At the latter he captured two German field-kitchens, having killed two cooks, and brought the kitchens with food ready to eat into the French lines. On the Ypres and the Somme fighting with the British troops he made ten Germans prisoner with his own hands, and won the British Military Cross. He was five times taken prisoner and five times escaped. After that he volunteered for the Near East, and at Monastir with one or two comrades he kept four machine-guns firing, and held an enemy battalion at bay, with the result that 200 prisoners were made. After that at Monastir he saved his captain and a nurse. In this affair he lost an arm, and was otherwise mutilated. He was sent back to France, and, forty-eight hours after sailing, his boat was torpedoed, and the explosion blew off his leg. He amputated the remainder of the limb himself with his own knife. He fell into the sea, and managed with his own arm to hang on to a floating spar. Then he caught sight of the ship's skipper, who had had both arms blown off. He managed to pick him up, and both men remained on the raft for three days and three nights. For this Bertrand was awarded a life-saving medal, the only medal left to him to win. This astounding career has been accompanied by the extraordinary tragedies of his family. His father enlisted at 13 at the beginning of the war, and was killed on September 2nd, 1914. His four brothers have all died for their country; the last surviving one had lost both arms and both legs and was blinded, and mercifully died a few months ago. Bertrand's old mother has just died also, overcome by the succession of tragedies, and Bertrand remains alone of the family with his wife aged 24, of whom he is the sole support.



CONFIDENCE.

AS Spinners with over a hundred years' experience, and as Manufacturers of the world-famous "Viyella" Blouse and Shirting Cloth,

WM. HOLLINS & CO., LTD.

call attention to their TRADE MARK as above. Whether on the Selvage of piece-goods, or on the Tab on made-up garments, this MARK is a GUARANTEE that the fabric bearing it is their genuine production, and that the utmost CONFIDENCE may be placed on its perfection of make and on its good-wearing qualities. "AZA" and "CLYDELLA" only less famous than "Viyella" are made by the same firm.

WM. HOLLINS & CO., LTD.

Viyella House, Newgate Street,
LONDON, ENGLAND.

WHOLESALE ONLY.

LEST WE FORGET AMERICAN PAPER'S GENEROUS TRIBUTE TO ENGLAND.

We must not let our delight in the astonishing achievements of our boys, bearing themselves like veterans on the bloodiest battlefields in history and against the most intensively trained troops ever sent into action, blind us to the other "big things" that have been and are being done in this tremendous tournament of the nations. Even in our appreciation of the great deeds of our Allies, we have naturally dwelt chiefly upon the unexpected and the gloriously bizarre—the slaying of the Coluths by the daring Davids. We have not stopped to comment on the solidity of Mont Blanc.

But it is, after all, on the solidity of the Mont Blancs that we build. We all knew the stuff of which Old England was made. What she has done in this war—quietly, unobtrusively as is her wont—has surprised no one who knew English character, English stamina and English history. Imaginative writers have mentioned various moments at which the blundering bully of Berlin lost the war and his chance to conquer and enslave the world; but those who take long views of things and recognize the primal forces which have shaped the destiny of nations since the disintegration of the Roman Empire will agree that the doom of Germany's despotic ambition was sealed on the day that Britain's councillors wheeled that nation into line with the forces of freedom.

If the Kaiser possessed prescience or had read his history, he must have shivered—as tradition says we do if some one steps on our grave—when he knew for certain that his spies had lied and that the stubborn, stick-to-it, bulldog British had decided to live or die with the French. The British have a bad record for an ambitious despot to face. They brought Philip of Spain to his knees; they curbed the power of Louis the Great of France—they grappled with the mighty Napoleon and never let go.

So they entered upon the task of bringing down—to paraphrase Kipling—the Beast that walked like a Man. They were under obligations to send some eighty thousand soldiers to help the French. The Kaiser, measuring their honour by his own, thought they would perfunctorily and literally redeem this pledge, and let it go at that. Hence his remark about their "contemptible little army." The fact is that Great Britain alone has sent on land and sea a total of six and a quarter millions. Her Empire has added two and a quarter millions more to this. Over eight millions instead of eighty thousand—a hundred in place of one. That is the British way. When we send fifteen millions we will have done as well—but not till then.

England was no more a military nation than America when the war began. She learned to fight by fighting—and dying. We are profiting to-day by her tragic experiences. Thousands of American lads will come home to us alive and whole because thousands of our blood-brothers from the British Isles have been killed and mutilated—and have taught us how to escape. Britain made her armies while France and her own navy held the gap, and then she poured them into France and Flanders by the million to fight back the eruption of Cave Men that threatened to submerge civilization.

What the English have done in this war is too recent to need recapitulation. They gradually took over greater and greater sections of the front. They first fought defensive actions with all the dogged courage for which the British are famous—then they created that early turn in the tide which released the series of Allied offensives that finally sent the Germans back to the Hindenburg line—and beyond. They rose to the rank of a full military partner of France—and there is no higher rank.

For all this they paid. There is hardly a home in Great Britain which does not have its unvisited grave in France or Belgium—not a street on which the permanently maimed do not limp to unaccustomed tasks. And the figures show that the Mother Country exceeds the percentage from the Overseas Dominions, thus disposing of one of the vilest, meanest, most dastardly lies of the whole Satanic German propaganda which charged that the English were putting their Colonials and their Allies in the forefront of the battle. Lord Northcliffe estimates their killed alone at 800,000.

England's contributions outside the western front have been worthy of a great nation even if they stood alone. Her navy has kept the seas free for the commerce and the troop transports of the Allied world. It has bottled up the German navy from the first. Her ships have coaled, fed and munitioned the French—brought legions and food supplies from the Seven Seas. We are proud of our own swift shipment of troops to the firing line during the days of the soul-shaking danger this last summer but well over half of them went in British bottoms conveyed by British warships.

Then, where have not the British fought? The Suez was in danger. It was the British that protected it. There were German naval stations in the Pacific. The British mopped them up. Russia asked help by way of the Dardanelles. The British tried to give it. Intervention was needed on the Tigris. The British supplied it. The British were at Salonica. British ships were in the Adriatic. The British Colonial troops freed Africa from the Germans. British diplomacy steadied the Moslem world when the Turkish Sultan and his Sheikh-ul-Islam proclaimed a holy war. The British to-day are moving south from Archangel and are at Vladivostok.

The British financed the Allied nations till we came in to share the titanic task. Her industries have clothed, munitioned and supplied them in various vital ways. The Germans say that she has "prolonged the war." By that they mean that she has kept up the fighting spirit of the Allies and supported their morale. The Briton is a dour fighter and knows no end to a struggle save victory or death. He never fights a limited liability war—he goes in with his whole soul. The day that British khaki appeared upon the battlefields of France it was decreed that there could be but one of two ends to this conflict—the collapse of the British Empire or the final failure of Germany's dream of world conquest.

But no one, save the German Intelligence Department, has known or ever will know half of what Britain has done. When it comes to self-laudation the British are the poorest advertisers the world has ever seen.—Philadelphia Public Ledger.

THE ZEPPELIN AEROPLANE DESCRIPTION OF NEW GERMAN GIANT.

The great four-engine German Riesen-Luftschiff (giant aeroplane), of which so much has been heard on paper and of which a certain amount has been heard in the air during the last six months, is in fact an authentic Zeppelin aeroplane.

The declaration is made in a most elaborate detailed article by M. Jean Lagorgette, who is one of the leading technical writers in France and has made a special study of German aeroplanes. Hitherto the four-engine German machines have been known commonly as the *Liezen* type. M. Lagorgette scoffs at this name, and shows that it merely implies that this machine is made under licence by some firm other than the actual designing firm. He adds humorously that to call them *Liezen* aeroplanes is very much as if one talked of an aeroplane designed by the famous "Mr. Patent" or as if one mentioned railway carriages built by the great firm of "Smokers."

After most laborious study of the wreckage of the four-engine Hun bomber brought down near Paris, he arrives at the conclusion that the machine was built by the famous Albatross Company, who made the little single-seat destroyers on which Baron von Richthofen achieved his reputation, but that the giant machine has been very largely designed by the Zeppelin Company's engineers. M. Lagorgette bases his argument on various points about the giant machine. To begin with, a great deal of the construction embodies aluminium alloy of precisely the kind used in the manufacture of the Zeppelin airships. Not only is the material itself the same, but it is used in a way which has hitherto been peculiar to the Zeppelin. That is to say, various bits of the material—chiefly in the tail—are assembled in the Zeppelin fashion.

The most characteristically Zeppelin item in the construction is the wings, and of the body is secured, writes Mr. G. Grey, editor of the *Aviation*. The method of doing so is, perhaps, too technical for an article of this kind, so it must suffice to say that in no aircraft bracing has been fitted in this particular way. Another peculiarity is that the four engines, drives its corresponding airscrew is that used in the Zeppelin airships, and the engines themselves are of the type used in the Zeppelin, but with slightly increased power. That is to say, they are Maybach engines of 240-h.p., slightly modified so as to give 300-h.p.

The aeroplane itself has a span of roughly 130 ft. from wing tip to wing tip, and length about 27 ft. The particular machine captured is arranged to carry a crew of eight or nine men. Right in the very nose of the machine sits a gunner observer, who apparently also controls the bomb-dropping gear. Behind him and slightly above him are two pilots who control the machine, either alternately or, if necessary, together, and one imagines that it must frequently be necessary for them both to work pretty hard to control the huge, ungainly thing.

One peculiarity about the machine is that the whole portion in which these three men sit is detachable, as if it were the habit of these machines to crash into walls and trees in landing or stand on their noses, and so collapse the front portion and presumably squash the people in it. The rest of the machine seems to be so strongly built as to escape much damage on these occasions.

Behind the pilots there is a place for a wireless operator, and behind him again is a place for two mechanics, who would appear to be pretty well occupied looking after the four engines. All these detachments of the crew are in front of the wings, or immediately before the front portion of the wings. Behind them is the fuel compartment, which is split up into a number of small tanks instead of carrying all the petrol in one or two very big tanks. The idea is obviously to avoid losing all the petrol if one tank is damaged.

The bombs are carried underneath the petrol tanks, and the particular machine captured seemed to be fitted to carry only two bombs of about one ton weight each. These large bombs would certainly be very effective if dropped absolutely on a point of military importance, but the chances against hitting such a point, especially in the dark, would be very great, and it therefore appears that they are intended to be dropped haphazard into the residential quarters of a town so as to wash out as many dwelling houses as possible and terrorize the inhabitants.

Behind the wings is a gun turret which could easily accommodate three gunners. There are mountings for three guns, one on each side of the body and there is also a rail round which a movable gun could be run. At the rear of the gun turret itself is a compartment inside the body with a trap door, which permits the gunner to fire directly underneath and rear-wards.

The whole machine appears to be heavy and clumsy and slow, but it certainly has great weight-lifting capacity.

DO YOU WANT TO SAVE TIME, MONEY AND WORRY?
GET AN **ADDING & CALCULATING MACHINE** FOR YOUR OFFICE

WE CARRY MACHINES FOR EVERY CLASS OF WORK.

**MARCHANT
CALCULATING
MACHINE**

**MONROE
CALCULATING
MACHINE**

**BARRETT
COMPUTING
MACHINE**

**SUNDSTRAND
ADDING & LISTING
MACHINE**

Our Representative, Mr. E. R. BRADLEY, is at present visiting Hongkong and will be pleased to call on you and demonstrate the above Machines.
Address:—ASTOR HOUSE HOTEL, HONGKONG.

THE OFFICE APPLIANCE CO.

Specialists in Modern Office Equipment,
4, CANTON ROAD, SHANGHAI.

AMERICA'S
LEADING
MOTORCYCLE

Indian

We have just received a shipment of 1918 BIG TWINS with Electric equipment. Price has been reduced to \$580—the lowest it has ever been. Later shipments will be higher in price. Next year's Indian will be exactly the same as the 1918 model.

ALEX. ROSS & Co.,
4, Des Voeux Road Central,
Telephone 27.

"Count the Indians on the road"

WHY SUFFER SKIN TORTURES

When a post-card will bring free samples

CUTICURA SOAP

and Ointment

which give quick relief and point to speedy healing. Then why not make these sweet, pure, super-creamy emollients your every-day toilet preparations and prevent little skin troubles becoming serious.

For free sample each address post-card: "F. Newberry & Sons, 27, Charterhouse Sq., London." Sold everywhere.



BSA BICYCLES

EVERY PART OF A B.S.A. BICYCLE GUARANTEED INTERCHANGEABLE

Manufactured by THE BIRMINGHAM SMALL ARMS COMPANY LIMITED, BIRMINGHAM, ENGLAND.

Makers of the renowned **B.S.A. Motor Bicycles** for 2014 and 2122.

Agents for Hongkong: **WALTER FORD & CO.**, 8, Queen's Road Central.

A Good Medicine

According to one of the wise old thinkers of the past, possessed two important qualities. (1) "restoreth us our health when we lose it" and (2) "preserveth our health while we have it." Probably no popular medicine possesses these two qualities in greater measure than Beecham's Pills. Beecham's Pills restore and also preserve the health. They are excellent to take when the system is run-down and in need of a gentle restorative. Beecham's Pills act upon and through the organs of digestion—the regular and harmonious working of which is of the first importance. They speedily correct irregularities and restore healthy conditions. It has been abundantly proved that the occasional use of this well-known medicine will go far to maintain the general health in a state of efficiency. Enjoy good health therefore, by taking that good medicine—

Beecham's Pills.

BEECHAM'S PILLS are specially suitable for Females of all ages.

In boxes, labelled, 5s., 1/6 & 2s.

MARTIN'S APOLSTEEL PILLS

A French Remedy for all Irritations of the Lungs, Throat, and Bronchi. It is the best remedy for all these ailments, and is sold in all the leading chemists and druggists.

WAI KEE FLAG & SAILMAKER.

No. 125, Des Voeux Road Central, Top Floor.

HONGKONG

Telephone No. 1938.

OUR LONDON LETTER

THE DOOM OF GERMAN HOPES. IN THE WEST.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 9th.

For the space of six weeks the Germans have been going back on the Western Front without pause. Marshal Foch and Sir Douglas Haig have given them no respite day or night. At the moment the absorbing question is where they will be able to stop before the winter comes bringing comparative quiescence from active warfare on a big scale. Our enemies may—some very able soldiers and writers believe they will—have to retreat to the Rhine in the next few weeks from now; that is to say, before this letter can reach Hongkong. I mention this as illustrating the state of opinion here.

Anyway, be it soon or late, to the Rhine and beyond they must, and will go under pressure of the Allies whose resources are now incomparably superior to those of the Huns. There are no reserves for the time being in Germany, and there will be none before November; while on our side we have the mighty American Armies preparing themselves behind the fighting area in France to spring forward at the right moment and deal the "knock-out blow."

THEN AND NOW.

It was only last March, though it seems a century ago, since the Germans made their supreme effort to reach Paris, and also to drive the British Army to the Channel. And they nearly succeeded. The emergency was so great that, as we know now, a quarter of a million troops were thrown from England into France within a week of the German attack, and nearly 400,000 men in the first three weeks. It was touch and go with us in those terrible days. Now, looking back, one cannot but feel a thrill of pride that the nation was so staunch in that testing time; it makes one glad to be a Briton.

Each like these ought always to be remembered as showing the real spirit of the nation in time of peril, and especially is the need for remembrance necessary when reports of strikes and rumours of strikes are being cabled all over the world. Whatever the troubles in this country in connection with Labour—and there will be many more strikes before long—the grievances and discontent thus manifested are quite apart from the grim determination of the whole country, including Labour, to win the war.

SHIPPING AFTER THE WAR.

There has been considerable comment in the London Press on the assurances of Mr. Hurley, chairman of the United States Shipping Board, that the great fleet of merchant ships which America is building will be used for no selfish purpose after the war. The vessels will, he says, be employed in developing American trade routes, and in bringing the democracies of the American hemisphere together. But some critics affect to be "politely sceptical" on this point. They can see the United States taking the place that Great Britain occupied as the chief carrier of the world's trade.

The *Times* in a leading article sets forth with elaborate detail the arguments and insinuations which a German agent might be expected to use in order to stir up strife and excite national jealousies on shipping. And nearly everything the paper puts into the mouth of the Hun might be said by a patriotic Englishman. For the United States will, in fact, have a preponderance of tonnage later on. This, however, is no reason why we should feel aggrieved with our friends across the Atlantic. If they take advantage of their opportunities they will simply be doing what we should do ourselves in similar circumstances.

THE DECIDING FACTOR.

Of course, the *Times* may have desired simply to anticipate enemy machinations, to indicate that the position is understood here. Anyway, the fact of the matter would appear to be that the ultimate ownership of the shipping of the world will be decided afterwards, as it has been in the past, very largely by trade policy. This is the considered opinion of the *Westminster Gazette*, which says: "the nation that can get cargoes both ways on a voyage will inevitably draw under its own flag a larger proportion of the shipping of the world than the nation which has its ships in ballast on the outward or inward voyage. The shipping owned by each after the war will be determined, in fact, almost exclusively by the tonnage which each can profitably employ, and that, in its turn, will be decided by trade policy."

A SHIPPING POOL.

Appropos of shipping, Lord Robert Cecil's statement this week at a dinner of the Allied Maritime Transport Council foreshadows the pooling of the whole of the resources of the Allies—not only in shipping, but in every department of commercial and industrial activity. It is designed as a war effort, for it means, as he said, that the "strength of the alliance will be prodigiously increased." In well-informed quarters it is believed that the arrangement will continue for many months, or years even, after peace is declared. The problems of raw materials and food as well as shipping must lay a heavy tax on the resources of the nations long after the soldiers have put aside their arms.

A BOOK ON CHINA.

Among recent books is one by Mr. Putnam Weale under the title "The Fight for the Republic in China." The author's father was a Chinese Customs Commissioner, he was partly educated himself in the country, and he entered

(Continued at foot of next Column.)

LYNCH'S FIGHTING BRIGADE

HUMOURS OF RECRUITING IN IRELAND.

[BY COL. ARTHUR LYNCH, M.P.]

I have been in Ireland for some weeks, but the recruiting campaign, so far as I am concerned, is only a few days old. Already it shows signs of healthy life. The intervening time has been occupied in the work of overcoming initial difficulties. The more I explored the machine of government, the more I admired the British soldier! The machine moves slowly, and creaks, and breaks down, but all this simply means that good old lumbering methods which were comfortable enough during the hundred years of peace are hopelessly inefficient to meet the conditions of a new era.

There is no lack of young men in Ireland. In every street in Dublin one meets stalwart youths marching along like ready-made soldiers, and showing every martial disposition except readiness to fall in and don the British uniform. Most of these young men are politicians. Their leaders are also orators and writers—clever men in their way.

No matter what may have been Ireland's grievances, or trials, or hardships in the past, the world, and particularly America, will judge the Irish cause by the attitude of young Irishmen now while the great war is being fought for the freedom of the world. It is hard to bring these arguments home to young men at a public meeting where their organised forces are singing the "Soldiers' Song" or other forbidden ditties in endless choruses, and where the young boys of fifteen, and the young girls, of course, are shouting themselves purple in the face, hurrying at us political views which fail to reach the platform owing to the infernal din which their leaders are making.

SINN FEIN SHIELD.

At the first of our big meetings in Dublin—Captain O'Grady and myself found ourselves like an islet in a sea of foaming waters, but I must do the Sinn Feiners the justice to say that while for some time they were entirely in their hands, they offered us no personal violence, and one of their leaders, who acted as a buckler in our hour of need, showed us politely to our car, and then told us what he thought of us, and particularly of the Government of Ireland.

The Dublin crowd is a crowd of moods, dangerous no doubt at times, but extraordinarily susceptible to the influences of good humour and responsive to the sporting instinct. The more fierce and determined are these young men in their attitude towards us, the more I desire to have them as soldiers for the western front. I have not relinquished that hope. The Dublin meetings have been of this great advantage—that they have made the recruiting campaign talked of in every book and cranny of Ireland. People at least know that we are here, and that we are on the look-out for men, and such is the impulsive Irish temperament that we have already had several offers from Sinn Feiners.

Our next move will be to march out with the nucleus already formed, wearing our own uniform, sporting our national tabs, playing the Irish airs from our own pipe bands, and booking our recruits as we march through the streets or the roads of the countryside, and in this way carrying on, as I hope, the pacific conquest of Ireland.—*Daily Express*.

GREAT GERMAN SCANDAL.

It is reported from Berlin that Herr Adels, director-general of the Mannesmann munition factories in Westphalia, has been sentenced to eight months' imprisonment, for having defrauded the State of taxes to the amount of \$20,000. All reference to the case, which involved the bribery of military officers, was forbidden by the German censor. Gigantic exploitations in all parts of the world have been conducted by the Mannesmann brothers, who invent, among other things, the incandescent light and the jointless steel tube. The firm obtained the mining concessions in Morocco which led to the Agadir incident, and has been accused by the Socialist German papers of agitating for war.

The Chinese Customs at the age of twenty. Moreover, he was in Peking during the Boxer trouble, and since then has travelled widely in the Far East. What surprises the average English reader is his statement that there has never been any "true governing" in China (except in two remote periods) save "what the people did for themselves, or what they demanded of the officials as a protection against one another." And yet the world was led to believe that, for example, the late Dowager Empress was an autocrat of autocrats! For the rest, Mr. Weale's opinion of the Japanese is so surprising that it is marvellous how his book should have passed the Censor. The publishers are Messrs. Hurst and Blackett.

DECIMAL COINAGE.

There is no mention of the Dominions, or India, or the Crown Colonies in the terms of reference to the Royal Commission on Decimal Coinage. That fact is subject of comment in some of the newspapers. All the same, I learn that the most respectful consideration will be given to the views and desires of Greater Britain on this important question. It is well-known that the Dominions have long been in favour of the introduction of the decimal and metric systems, and overseas opinion must carry great weight, having regard to the importance that trade will assume within the Empire after the war. It is a fact that some of the Dominions would have made the change before now but for the injury that would have been done to trade in those countries adopting the innovation while the remainder of the Empire was still wedded to the existing British system. Uniformity is absolutely necessary in a matter of this kind.—*E.E.*

BAGDAD AS A TRADE CENTRE

BRIGHT PROSPECTS FOR THE FUTURE.

The city of Bagdad before the war was an important commercial centre and distributing point for a large section of country. It is primarily an agricultural centre, surrounded by magnificent tracts of fertile land, nearly all of which can be irrigated; when under irrigation in the past this country was known as the garden spot of the world.

However, writes Mr. Oscar S. Heizer, American Consul at Bagdad in "Commerce Reports" owing to geographical and economical considerations, Bagdad has rather a commercial importance. It is the terminus of the upstream navigation on the Tigris and also the terminus of the Persian road, and all goods sent to Kermanshah, Hamadan, and other important centres are loaded at Bagdad on camels or other transport animals.

It is the centre of supply for Upper and Lower Mesopotamia, and is the collecting point from which the various products of the country are exported. All local products of Mosul, Diarbekir, and Sulaimaniyah are usually sent down the Tigris River on rafts, built upon inflated skins, to Bagdad, where the products, such as wool, gum, gullnuts, skins and hides, carpets, dates, liquorice, opium, grease, and grain, are loaded upon river steamers for shipment abroad via Basorah.

ITEMS OF FOREIGN TRADE.

The articles imported from abroad, via Basorah are cotton goods, twist, sugar, coffee, gunny bags, spices, silk, and woolen goods, metals, indigo, vestifia, tea, tobacco, pumps for irrigation, agricultural machinery, and haberdashery. Many of the above-mentioned imports are for Persia, especially cotton goods, sugar, tea, and indigo. Also some of the exports of Bagdad come from Persia, especially carpets and rugs.

There is no specialty in trade. Some important firms carry on business in every kind of article, but the general practice is for each category of firms to limit their business to a certain class of articles.

The main article of import is cotton goods from Manchester, where old and flourishing Bagdad firms have been established for many years. The principal articles of export are wool and liquorice, of which the most important part goes to America.

TERMS OF SALES.

Almost all the business is financed through foreign and local banks. The collection for goods sent to Bagdad is usually effected by drawing a draft upon the merchant with shipping documents attached, to be paid upon arrival of goods at Bagdad. For the collection, against goods exported it is customary to draw a draft at four months, with shipping documents attached, which can be discounted at the local banks.

Sales of goods here are effected through brokers on terms varying from one to six months' time, for which bills are taken with discount at the banks or with native money lenders at from 7 to 12 per cent. per annum.

A commercial committee has been formed in Bagdad, composed of two Mohammedans, two Jews, and one Christian, to encourage commerce and advise the military government and the newly-established civil courts in regard to commercial matters for the present the functions of the committee are chiefly advisory and nearly all activities are in the hands of the military authorities, it may be said that there is some improvement in business, and limited facilities are now given to imports and dealers in foreign merchandise.

WHAT OF THE FUTURE?

At present it is very difficult to form an estimate of the volume of the trade of Bagdad. Owing to the closing of the roads by the war, the commerce of Bagdad was for a time transferred to Basorah, where all important imports and export operations were carried on and are still carried on to a great extent. It may be said that Bagdad lost for a while its commercial importance, Persia being supplied through Isfahan from Basorah, Mohammerah, Buchar, and Ahwaz on the Persian Gulf, thus depriving Bagdad of the most important part of its trade.

During this period the only business carried on at Bagdad was the import from Basorah of small light articles, which were brought by Basorah firms from India and England for the most pressing needs of the place. Owing to these conditions many of the important Bagdad firms moved to Basorah or established branches there pending future developments.

However, it does not seem at all likely that Bagdad has lost permanently its commercial supremacy in view of its situation at the head of navigation on the Tigris and also of the fact that during the war it has become the centre of a railroad system which is certain to become more and more extensive after the war, there can be no doubt that Bagdad will assume a more important role as a commercial and distributing centre than ever before. The commercial prosperity of the city will no doubt be much enhanced by the development of agriculture in this country, which the British authorities are encouraging in every way.

A REPINGTON FORECAST.

Lieut.-Col. Repington had probably never made a more emphatically correct prophecy than the following, written late in August.

"If, as we can scarcely doubt, the Germans for the first time see that the fortune of war has turned against them, we must expect a mighty effort on their part to save their skins by negotiation, in which democratic aspirations will be given a front place in the shop-window. The Devil is ill and the Devil's saint would be. The less speaking the better in reply to the Solfs and others. Our guns and rifles are our best spokesmen, and they speak the only language that the German understands. We know our Germans by this time, and if we are taken in by their peace blarney we shall deserve all the misfortunes that will then befall us."

THE NEXT GREAT



HEATHER DAY ST. ANDREW'S FAIR

November 29th.

ST. ANDREW'S WAR BOND TICKETS

[2639]



PRESIDENT WILSON SAYS:

"And when you give it, give absolutely all that you can spare, and don't consider yourself liberal in the giving. If you give with self-adulation, you are not giving at all, you are giving to your own vanity; but if you give until it hurts, then your heart-blood goes into it."

It has been said that St. Andrew's Society is allocating too much of the War Bond Drawing receipts to War Charities. Just think for a minute of the War and not of this Drawing; think of the tragedy beyond words which is being enacted on the battle front; think of the vast relief organisation and the money that is needed to uphold it and think of your own duty in the matter. No, we are not giving too much; we are not giving enough.

HONGKONG ST. ANDREW'S SOCIETY WAR BOND DRAWING

31st December, 1918.

TICKETS ON SALE AT ALL BANKS, HOTELS, CLUBS AND STORES.

[2638]

GRIMAULT'S SYRUP

OF

HYPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER. RANEAU PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HAVANA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers, and Cargo for the above Ports. Passengers, accommodation, etc., the connecting vessel, secured before departure from Hongkong. Bulk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the carrying Steamer for Marseilles and London.

Passes will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc., apply to

P. L. KNIGHT,
Acting Superintendent.

INDIAN, AFRICAN LINE

Circle carried on through "Ruta de Lading from HONGKONG to RHIRA DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to RHIRA DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing & Agent.

"ELLERMAN" LINE.

(ELLERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	On 12th Nov. Noon.
SHANGHAI	"SUNNING"	On 14th Nov. Noon.
SHANGHAI	"YINGCHOW"	On 16th Nov. 2 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

TELEPHONE 26

BUTTERFIELD & SWIRE
Agents

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY, 12th Nov. at 1 P.M.
"HAIYAN"	Capt. A. E. Rodgers	FRIDAY, 15th Nov. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Bala Pier).

For Freight and Passage, apply to—

DOUGLAS LAFAIR & CO.
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE from CALCUTTA STRAITS, SHANGHAI and JAPAN PORTS

WESTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

Freight or Passage apply to

DAVID HASSON & CO., LTD.
Agents

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hong- kong Noon	Coasting Mail Stn. from Colombo	Days MARSEIL- LES	Days at LONDON
---------------------------	--------------------------------	------------------------------------	-------------------------	----------------------

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS (Non-Transshipment) IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID. CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES. Proposed SAILINGS:

STEAMERS	Leave Hong-Kong	Leave S'pore	Days at MARSEILLES (if sailing about)	Days at LONDON (about)
The Intermediate Service is Temporarily Suspended	about	about	about	about

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Owing to the War in Europe Steamers and Sailing Ships are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or bills of lading. Any damaged packages must be in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSWAMI & DODD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted, after the goods have left the Godowns. For further information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT, Acting Superintendents.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATE
SHANGHAI KOREA & YOKOHAMA	YOKOHAMA MARU 12,340 tons	16th Nov. 11 A.M.
	TAMBA MARU 12,510 tons	7th Dec. 11 A.M.
NAGASAKI KOREA & YOKOHAMA	NIKKO MARU 9,800 tons	14th Dec. 11 A.M.
SHANGHAI MOJI & KOREA	TENSHO MARU 7,000 tons	15th Nov.
	TAMA MARU 7,000 tons	23rd Nov.
LONDON via LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THUR, IS. TOWNVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOREA, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

Outfitting Shanghai and/or Moji.

Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KORE, YOKKAICHI & YOKOHAMA. Operated by the magnificent and specially equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Leave SAILINGS FROM HONGKONG.

"SUWA MARU"	Mon., 18th Nov. at 11 A.M.
"FUSHIMI MARU"	Tues., 19th Dec. at 11 A.M.

Omitting Manila destination.

For further information apply to

NIPPON YUSEN KAISHA, 2, MOJI, Manager.

Telephone 245 and 246

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU, FAST AND LUXURIOUS MAIL STEAMERS.

(Sailings from Hongkong—Subject to Change Without Notice.)

Steamers	Tons	Leave Hongkong
SIBIRIA MARU	20,000	SAT., 16th Nov. Noon.
TENYO MARU	22,000	TUES., 26th Nov.
SHINTO MARU	22,000	WED., 18th Dec.
KOREA MARU	20,000	17th Jan. 1919.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARIQUA and IQUIQUE. THROUGH BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers Tons Leave Hongkong

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, Ltd., and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

TELEPHONS 2374 and 2375.

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI. SERVICE TO AND FROM EUROPE.

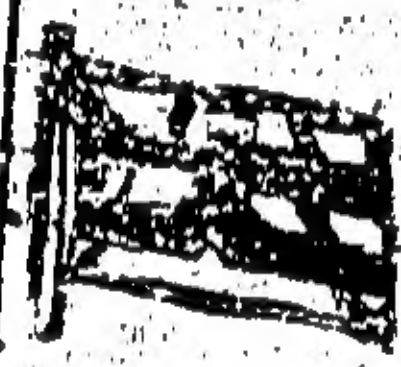
Ports of call: Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

TELEPHONE 740.

F. RADAMELLE, Agent, Queen's Building.



O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GENOA	Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
MARSEILLES	Monthly direct service via Singapore and Port Said.
BUENOS AIRES, RIO DE JANEIRO, SANTOS	Monthly direct service via Singapore, MAURITIUS, DURBAN and CAPE TOWN.
BOMBAY, COLOMBO	Regular fortnightly service via Singapore.
BATAVIA, SOERABAYA, SAMARANG	Monthly direct service.
"TAMON MARU" No. 12.	SATURDAY, 3rd Nov. at Noon.
SYDNEY, MELBOURNE	Monthly service calling at AUCKLAND, N.Z., ADELAIDE.
VICTORIA, VANCOUVER, SEATTLE, TACOMA	Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago, Milwaukee and St. Paul Railway.
"AFRICA MARU"	TUESDAY, 26th Nov. at 2 P.M.
KEELUNG, TAKAO, VIA SWATOW, AMOY	These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"ROSHU MARU" THURSDAY, 21st Nov. at 8 A.M.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" TUESDAY, 12th Nov. at 10 A.M.

For sailing dates and further particulars please apply to—

Tel. No. 744 and 745

K. YAMASAKI, Manager, No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,300 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO via SHANGHAI, JAPAN PORTS AND HONOLULU. "NANKING" Jan. 9th, 1919. "CHINA" November 21st.

An unsurpassed high-class passenger service. O. S. K. Line, Freight and Passenger Agents, 1st Floor, King's Building.

